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Hongkong, 29th April, 1908. [a227]

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Hongkong, 24th July, 1905. [a98]

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Hongkong, 4th December 1907. [a44]

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THE HONGKONG DISPENSARY.  
Hongkong, 1st October, 1909.

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The Daily Press.

HONGKONG, OCTOBER 5TH 1909.

WHEN the Hon. Mr. Gresson, as Chairman of the Hongkong and Shanghai Banking Corporation, addressed the half-yearly meeting of shareholders a month ago he said in regard to the state of trade:—"We are still waiting for the long expected turn of the tide. It cannot be said that trade in the Far East is yet in a flourishing condition, but there is promise of improvement in some directions, and I see no cause for taking a pessimistic view.

On the contrary, news from India of the climatic conditions, upon which, particularly in that country, so much depends, is favourable; silk crops in both China and Japan are reported to be well up-to, if not above, the average; and new life has been infused into the Straits Settlements by the success attending the cultivation of rubber, a product which bids fair to become a valuable and, I hope, a permanent addition to the exports of that region. These factors must all have a beneficial effect on the import trade which has been in a more or less depressed state for a long time past, and, needless to say, any improvement will be welcomed by all who are interested in Eastern commerce." The tone of the Eastern markets is distinctly more hopeful to-day than it was a month ago, and confidence is felt that the tide is at

length on the turn. We learn of an unprecedented rice crop in Japan; in China the crops are reported to be no less promising, while the reports from India since the end of the monsoon predict bumper harvests in all parts of the country. A month ago it was expected that the crops of the United States this year would be of the value of something like 400 millions sterling, and it is obvious that this factor must have a highly stimulating effect on the general commercial and industrial position. The monetary position is said to be satisfactory, and a feeling of quiet confidence has prevailed.

But the news we publish to-day is likely to have a very disturbing effect, for the prosperity of the United States is so important an element in international trade. Esler informs us to-day that the total closing of the Southern cotton mills is contemplated, owing to the dearth of raw cotton. Presumably this results from a failure of the crop in Texas, where much deterioration was feared owing to protracted drought. A recent cotton report stated, however, that "full crops are probable in Alabama, Georgia and the Carolinas, but these are just the States where the holding power of the planters is strongest, and where their interests are most consolidated; whilst Texas, where the crop is short, is just the State where the farmer acts most independently."

The action threatened by the Southern millowners may have upon the planters the effect which the foregoing extract suggests is desired; but the situation will create a good deal of anxiety, and news of the developments will be eagerly awaited. When we turn from America to England it is our pleasure to note that the Board of Trade Returns of the external trade of the United Kingdom have recently been more satisfactory than for a long time past. The July returns, which are the latest received, recorded an advance in exports of £1,782,000, or 5·2 per cent., while the imports showed an improvement of £3,548,000 or over 7·6 per cent. The returns for the first seven months of the year show, as compared with last year, an increase of £6,899,559 in imports and a decrease of £11,277,530 in exports of British goods. The exports of foreign and colonial merchandise, however, had increased by £8,316,140, so that on the whole there was an improvement of over

four millions sterling in the total for the seven months. July was the first time for many months that the Board of Trade returns had shown a marked advance both in imports and exports, and we note in the Indian papers a telegram to the effect that the improvement was well maintained in the month of August. It is interesting to note that Textiles, after their somewhat protracted period of depression, showed great improvement in July. Of the increase in the exports, cotton yarns and fabrics accounted for £523,717, woollen yarns and fabrics for £374,633, silk for £25,036 and other textile goods for £245,260. How far the crisis in the weaving trade in the United States, reported in to-day's telegrams, will affect the recovery of the world's trade it is difficult at the moment to say, and perhaps it is wise not to attempt to prophesy on the subject until fuller information of the crisis comes to hand.

It is confidently stated that the rice crop in Japan this year will be one of unprecedented magnitude.

The only case of communicable disease reported in the Colony last week was one imported Japanese case of enteric fever. The case was fatal.

The police have been informed by Mr. F. Arnold, agent for the Pathé Frères in Hongkong, that he lost his pocket book containing \$210 in money and a cheque for \$30. He left it in the lavatory at Weissmann's.

It is stated that Russian emigration to the Amur region is proceeding vigorously. The number of families that emigrated thither from January to August this year was 2,755, representing 15,584 individuals, which latter figure shows an increase of 7,763 as compared with 1908.

At the Magistracy yesterday Inspector Macdonald prosecuted for larceny a coolie, who was found some distance from the Kowloon Railway with a charge of dynamite in his pocket. The coolie told Mr. Wood that the dynamite belonged to the railway, but he was not aware of its being in his pocket, and his Worship said he could not convict on that evidence. The charge was then amended to being in unlawful possession. Mr. Wood held that there was no proof that the dynamite belonged to the railway and discharged the prisoner. Inspector Macdonald then handed the dynamite to the prisoner, but the Magistrate would not allow that, and the dynamite had to remain in the possession of the police.

According to an official statistical table, 61,053 cases of divorce happened in Japan during the year 1907, showing a decrease of 4,340 as compared with 1906.

An adjunct license for the Vienna Café at No. 34, Queen's Road Central, was granted by the Justices of the Peace yesterday to Julius Philipp Sommer, Mr. F. A. Haselden president of the meeting of the Justices, and there were also present the Captain Superintendent of Police, Messrs. R. H. A. Craig, G. H. Wakeman, C. A. D. Melbourne, P. E. J. Weddhouse, H. N. Fleming, J. R. Wood, A. H. Ough, Dr. W. B. Moore, Messrs. G. A. Woodcock and C. S. Gubbay.

The Commonwealth Customs officials are still experiencing considerable trouble in regard to the introduction of opium into Australia. It appears that the Chinese, or some of them, are determined to have it, and resort is made to all kinds of devices to secure its introduction. A recent case was that of a Chinaman who had a corpulent pigtail like a sausages, which contained opium inside. The Chinese, many of whom are very well off, give any money for opium, and some Europeans are now known to be concerned in the trade. In fact, a regular system has been established, and though seizures are frequent, yet the profits are so enormous that the incentive to engage in the illicit traffic is very great.

MARINE MAGISTRATE'S COURT.

Monday, October 4th.

BEFORE LIEUT. C. W. BACKWELL, R.N.  
(MARINE MAGISTRATE).

NEGLECTED NAVIGATION.

The Marine Magistrate conducted an inquiry at the Harbour Office yesterday concerning the alleged negligent navigation of Tang Lin, coxswain of the steam launch Sin Tai Koo, whereby a collision nearly took place with the Ferry launch Southern Star on the 1st instant. The charge was preferred by the Hon. Mr. Osborne. Hon. Mr. Osborne stated that on the morning of the 1st instant in the Southern Star left the Hongkong ferry wharf for Kowloon the launch Sin Tai Koo was coming from the west. When the boats were within 100 yards of each other the Sin Tai Koo altered her course to port, and both vessels closed. The Southern Star altered her course to starboard, and blew one blast to avoid immediate collision. Then the defendant's launch went full speed astern. Witness noticed that a small boy was steering. The launches got to within twenty yards of each other owing to the careless navigation of the coxswain of the Sin Tai Koo.

Defendant stated that he was proceeding from the west to Wan Chai. When he saw the Southern Star coming out he starboarded, slowed his engines and gave two short blasts. He did not go astern.

After hearing further evidence his Worship found that the defendant was to blame by not altering his course to starboard in sufficient time, and by trying to pass ahead of the ferry. He ordered the coxswain to pay a fine of \$3, and to pass another examination before his certificate was returned.

DIAMOND CUT DIAMOND.

By clever ruses the police have succeeded in breaking up two gambling establishments at Quarry Bay and Shaukiwan. The police knew for some time that gambling had been going on at a certain house in Shaukiwan and that it was conducted by a syndicate of ten, but the keepers of the house had developed such a system of espionage on the police that the latter could not hope to obtain access to the place while gambling was going on. Inspector Collett, however, arranged with the Inspector authorities and when the Inspector and his detective saw the emissary from the gambling house watching them at the station they knew that gambling was in full swing at the house. The Inspector communicated with the Central and Sergt. Appleton and a posse of police left for the scene. Meanwhile Inspector Collett took charge to show himself to the gambling house spy, who was thus thrown off his guard. In a short time Sergt. Appleton and his men reached the house and entered by the back door, taking the inmates completely by surprise. The majority of the gamblers escaped, but eleven were arrested. The police also removed the whole outfit, which included a bell on a long wire attachment with which to give the alarm, tables, chairs, cards, etc. Brought before Mr. Hazland at the Magistracy yesterday two leaders were fined \$500 each and the remainder \$3 each.

A similar ruse was carried out at Quarry Bay. The police came from Wan Chai on this occasion and captured 24 gamblers, one man, who jumped out of the window, having to be taken to the hospital. In this case the two keepers were fined \$200 each and the others \$2 each.

EXTENSIVE ROBBERY.

An extensive robbery was committed at 3, Sea View Terrace, Quarry Bay, on Sunday morning, when someone by means of a duplicate key opened a safe and stole therefrom \$153 in money, eight or nine silver prize spoons value \$12.60, silver dragon pattern cup on blackwood stand value \$25, a metal watch value \$5, oblong clock value \$2.60—total value \$198.20, the property of Mr. Crook. Another collection of valuable belonging to Mr. Bassford was also stolen. It included \$75 in notes, two gold brooches, pins value \$40, a silver rose bowl on blackwood stand inscribed "Won by W. S. Bassford, Presented by James Henry Scott for swimming," value \$40, silver bamboo pattern cup on blackwood stand inscribed "Won by W. S. Bassford for shooting. Presented by W. Murray Scott," value \$23—total value \$178. The aggregate value of the articles stolen was \$376.20.

## TELEGRAMS.

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THE BUTLER WRIGHT CASE.

APPLICATION TO CHANGE THE

VENUE OF TRIAL.

SHANGHAI, October 4th.

Mr. Douglas, the solicitor acting for Mr. Butler Wright, applied to the Supreme Court to-day to change the venue of trial to Shanghai.

He filed an affidavit by the accused in which he said that the whole of the residents of the Shameen were his enemies, and that he conscientiously believes it impossible to obtain a fair trial at Canton.

His Lordship the Chief Justice (Sir H. W. de Saumarez) said the Consul had reported that fifteen juries were available who could be trusted to give an independent and proper judgment. If necessary the Court could sit with Assessors.

His Lordship added that he had been informed that H. E. Wei Han (Managing Director of the line) might be unavailable as a witness. His attendance, however, was essential, and he would request H. B. M.'s Minister at Peking to communicate with the Chinese Government in regard to this matter.

The application was adjourned until Wednesday.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."] ATTEMPTED ASSASSINATION OF PRESIDENT TAFT.

LONDON, October 4th.

At Portland, Oregon, when President Taft was entering his automobile a man who was desperately trying to reach him was arrested.

He had a revolver concealed in a camera.

THE GERMAN CROWN PRINCE IN AN AIRSHIP.

LONDON, October 4th.

Mr. Orville Wright has made a record high flight of 450 metres at Berlin.

Subsequently in a flight of eight minutes he was accompanied by H. I. H. the Crown Prince of Germany, who constantly urged him to go higher.

His Imperial Highness had been constantly pressing Mr. Wright to take him in his airship for a week past.

COTTON MILL CRISIS IN AMERICA.

LONDON, October 4th.

At a meeting of Southern Cotton Millowners, held in New York, it was decided that owing to the dearth of raw cotton and the low price of the product, weaving is at the present time unprofitable.

The almost total closing of the Southern mills is anticipated within a fortnight.

AN IMPORTANT NAVAL INVENTION.

LONDON, October 4th.

The New York "Times" states that Rear-Admiral Melville and two others have invented gearing by which the efficiency of the marine turbine is increased 15 per cent., simultaneously with a great saving in the initial cost in space and fuel, and the invention is expected to revolutionize navigation and warship construction.

## THE MONKEY HUNTERS.

STRANGE DISCOVERY OF LOCAL EXPLOREES.

Spurred by a spirit of emulation of the doughty deeds of Shackleton, and Peary, and Cook, and a prominent local explorer, we set forth—we twenty intrepid adventurers who rose on the morning of the third of October, mere obscure local worthies, and retired to rest that night with the consciousness of having added to the store of human knowledge—to explore a mysterious island whose very existence was hitherto supposed to be legendary, and upon which the heavy foot of white man had never hitherto trodden.

A large crowd came to see us off, and among the numerous expressions of good wishes we received a brand-new British flag and a cask of O. B. beer ("suitable for picnics: delivered free on board with ice"—see advt.). Taking a last look at the land of our adoption we steered first of all in a semi-southerly direction and afterwards when we had got out of the range of prying telescopes we changed our course to more or less quasi-northerly. Then, having taken observations, some through double glasses we lashed the helm to the mast, settled down on our course, and waited for something to turn up.

And in the fulness of time we ran right into the land of our desire. Entering and anchoring in Turtle Cove, the main harbour of the island, we beheld in the distance, blazing with the glory of the mid-day sun, the gilded domes, the sparkling minarets and the haughty towers of the Capital of the Island. Awe-struck with wonder, the post of the party burst forth with

"Match me such marvel save in Eastern clime."

A Rose-red City, half as old as Time.

On landing we were bitterly disappointed to find we had come too late—just seventy-eight years too late. We found on the beach a memorial stone set up to the master of the good ship *Mercury* who had perished on this very island on the 24th of April, 1831. Some of us became chicken-hearted, and regarded this as a sinister omen and remembered we had forgotten something on board the ship, to which we returned with all speed. The rest of us pressed forward to the Capital. On the way we studied the flora and fauna of the land and tasted many hitherto unknown berries and fruits—first of all taking the precaution of trying their effect on the bull-terrier which accompanied the expedition. Stately antelopes gazed shyly at us from the brows of cliffs preparatory to making a stately leap in mid-air and vanishing like catery. The poet in his beautiful fiction said that they reminded him of

"The wild gazelle on Judah's hills."

which any one must admit is a highly poetical way of describing what afterwards turned out to be a cow with a calf at heel. A sudden glimpse of black and yellow stripes here and there showed us that tigers are not entirely unknown in this earthly paradise.

Arrived at the main gate of the city we were met by the Chief and his family. The former spoke Anglo-Saxon of the kind that must have been in vogue before Alfred burnt his tongue by eating hot cakes.

We diplomatically entreated his acceptance of a piece of silver plate—twenty cents to wit.

He returned the compliment with a basket of small fish, and friendliness was the order of the day.

One of his entourage, rather a pretty yellow flower which he afterwards flaunted in his buttonhole, and seemed to think it established his claim to the palm in good looks. We could only comment on the strange taste of the untutored savage lass.

The chief was quite ready to talk about his kingdom and his people. The former includes five cities, and the latter at the last census numbered 1,500 of whom 500 were monkeys.

In this veritable garden of Eden they have no Army and no Navy, no police and no lawyers,

no Sanitary Board (a very obvious fact) and no taxes.

They have no old age pensions—they do not need them; every man owns his own land and lives on the plentiful fruit thereof.

The one export industry of the island is *sam pla*—a name manufactured out of the inner cells of the brains of shrimps, and meant exclusively for the tables of the wealthy. We saw some. It smells like bilge water, and probably it is worse.

But we had not come to Monkey Island to talk commerce and politics—we wanted to see the monkeys.

The Chief gave us their history. It seems—and this was another disappointment to us in that it showed that yet another white man had forestalled us—that their ancestors were brought there by Vasco da Gama. Now, monkey and man at first were friends, but when a pique began, the monkey to gain some private ends went and arrogated the whole of Monkey

## SHIPPING NOTES.

A Moji message says that up to the present the N.Y.K. has used pilots for the passage through the Inland Sea on the steamers of its European, American, and Australian services. As, however, the Japanese Captains who have now replaced foreigners on board most of these vessels do not require piloting in the Inland Sea, pilots will not henceforth be employed. The Company has also given up the use of pilots between Woosung and Shanghai.

Captain Friele, of the Pacific Mailliner *China*, has hoisted a commander's pennant at the masthead of his vessel. Captain Friele has been in the Pacific Mail service for more than forty years. His first command was the old sidewheeler *China*, of which he was made master in 1877. Between the old *China* and the new, he commanded the *City of Peking*, *City of Sydney* and *Peru*, all on the China run. He made one trip to Nome during the Klondike excitement as master of the *San Juan*. In all his years of experience he has never met with an accident. Next in length of service to Commodore Friele is Captain Zaeder, now in command of the *Siberia*.

Nothing appears to have been heard yet of the missing liner *Warratah*, which left Durban for Capetown on July 26th. This is a two days' voyage. The *Warratah* was seen the day after she left Durban by the *Clan MacIntyre* of London and a few signals were exchanged. On July 28th there was a heavy storm with squalls of hurricane force and a very heavy sea. According to the captain of the *Clan* liner waves rose "in a wall-like formation," being driven by the gale against the current. The *Warratah* was due at Capetown that day, but though a whole fleet of vessels have been searching for her not a trace of the ship has been seen. She had 300 persons on board, most of the passengers being Australians who were proceeding to London. A British steamer a few days later following the route which the *Warratah* should have taken, reported passing four supposed bodies ten miles from land of the Bassoo River and a quantity of debris to the South-West, but though a search was made by the local authorities no clue to the fate of the missing steamer was found.

Hope that the steamer is still afloat is not entirely abandoned in Australia. It is argued that it is literally impossible that a vessel like the *Warratah* could founder without some trace of wreckage being discovered, as floats drifts in hundreds of different directions, and one piece would most undoubtedly be met with by the searching vessels by this time. The steamer herself is, after all, but a speck on the ocean. In illustration of the fact, a writer says that some years ago he accompanied a search vessel along the coast of New South Wales for ten days. A zigzag course was followed in and out to the east, a distance of 50 miles each way, north and south, with no sign of the missing vessel. A fortnight later the steamer made her appearance in port under jury rig (twin-screws both having been disabled through striking some floating object). The captain stated that he had actually seen the masts of the searching vessel on two occasions without being observed. The steamer searching for the *Perthshire* also cruised round and round the missing vessel (*Perthshire*), and yet failed to sight her, until found in a most remote unexpected position. The case of the *Warratah*, he argues, is identically the same, but having only pole masts, with practically no canvas to give even storage way, with the machinery or both propellers lost, or totally disabled, the probability is that the current (which is generally more pronounced in rough weather) has taken her out of the zone traversed by the warships.

Therefore, this writer says the fears of all concerned might well be allayed. Everything points to ultimate safety, on the following grounds:

1. Infinitely smaller steamers weathered the same hurricane and arrived at their destinations.
2. The steamer, although having twin screws, could very easily have lost both propellers, and having very little canvas would be unusually helpless.
3. Numbers of other steamers have drifted for months before being found, notably the *Bucksire* and *Perthshire*.
4. Searching vessels could pass the *Warratah* without noticing her close by (within a radius of less than 15 miles, even in clear weather); in fact, encompass the vessel over and over again without seeing her, the psychological spot being by some strange "hide-and-seek" caprice hidden from the searchers.
5. The *Warratah* is a modern steamship, remarkably steady, well found in every respect, tried, and practically unsinkable in the heaviest weather.
6. Commanded by one of the most capable and experienced officers in the mercantile marine.

This was written a month after the steamer was reported missing. Another five weeks have passed without news of her.

## THE KEY TO TORRES STRAITS.

"At any time the Japanese residents of Thursday Island could overwhelm the garrison and capture the fortifications. That's the first thing that would be done in the event of an invasion." This opinion was expressed in the Senate last month by the late Minister for Defence (Senator Pearce), in order to impress upon the Government that a mistake had been made in not making provision for new guns at Thursday Island. Senator Pearce also stated that there were 80 men in the garrison, and ten times as many Japanese residents. Many of the latter were military officers, and it would be an easy matter for them to capture the fort.

The Vice-President of the Executive Council, in reply, admitted the matter was of the utmost importance, but thought it would be advisable to withhold further comment until the defence policy of the Government had been disclosed by the Minister.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a Monthly Meeting of the General Committee held in the Chamber Room, St. George's Building, Chater Road, Hongkong, on Thursday, the 23rd September, 1909, at 4 p.m. President—Hon. Mr. E. A. Hewitt (Chairman), Mr. J. E. M. Smith (Vice-Chairman), Hon. Mr. W. J. Greson, Messrs. J. W. C. Bonnar, A. Babinson, John W. Bindon, D. B. Law, H. A. Siebs, E. Shellum and E. D. da Rosa (acting for the Secretary).

MINUTES.—The Minutes of the Monthly Meeting of the General Committee held on the 3rd August, 1909, were confirmed.

## THE BLOWING OF STEAM-WHISTLES IN THE HARBOUR.

Reply from Messrs. Deacon, Looker and Deacon:

1 Des Vaux Road,  
Hongkong, 11th August, 1909.

DEAR SIR,—We beg to acknowledge receipt of your letter of the 7th instant.

We have always understood from Captains of ships, and generally, that the whistling regulations, as originally framed, worked quite satisfactorily. They are as follows:

"9. No steamship when at anchor near or lying off the Praia, or when moored to or waiting at any wharf or landing-place, shall use the steam whistle, nor shall such steamship, when under way use the steam-whistle, except for the purpose of giving necessary notice of her approach towards any other vessel."

"10. No steamship when entering or leaving the Harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such steam whistle for any other purpose is hereby prohibited."

They will be found in Table "M" of the Schedule to the Ordinance as it was originally enacted.

We would recommend that the shipping members of your Committee make inquiries of their Captains as to whether the regulations as quoted above are not satisfactory, or whether they would suggest any amendments.

It will probably be clear to your Committee that it is the views of the Captains themselves which are really important on a point like this.

We have, &c.,

DEACON, LOOKER & DEACON.  
E. A. M. WILLIAMS, Esq.,  
Secretary.

Hongkong General Chamber of Commerce.

The following acknowledgement was sent to Messrs. Deacon, Looker and Deacon:

Hongkong Chamber of Commerce,

12th August, 1909.

DEAR SIRS.—I beg to acknowledge the receipt of your reply of 11th August, 1909, to my letter of the 7th item on the subject of the blowing of steam whistles in the Harbour and to state that the contents thereof have been brought to the attention of my Committee.—I am, &c.,

E. A. WILLIAMS,  
Secretary.

The following letter was addressed to the Government:

Hongkong Chamber of Commerce,

Hongkong, 29th September, 1909.

SIR.—I am directed by my Committee to address you on the subject of Regulation No. 21 of Table "M" of the Merchant Shipping Consolidation Ordinance No. 10 of 1899 and its relation to the control of nuisance caused by the unnecessary blowing of steam whistles in the Harbour.

The effect of the present regulations is, that unless the steamship blow her whistle when in the waters of the Colony strictly for the purpose of regulations 15, 23 and 31 of the regulations for preventing collision at sea, a nuisance is committed for which the Master can be fined.

My Committee are given to understand it is the invariable practice of seamen, both in the waters of this Colony and in other crowded anchorages, to give a warning on the whistle of a steamship's approach to small craft, whose presence or course might constitute danger either to themselves or to the steamship.

This warning is necessary from steamers approaching their buoys or wharves under their own way and thus under little control.

Still more is it required, in a Harbour congested with small craft and subject to the influence of tides.

Under regulation No. 21, as at present framed, a steamship cannot adopt the customary method of warning small craft without being liable to conviction for a nuisance.

On the assumption that the giving of these warnings is in accordance with the ordinary practice of seamen, Regulation 21 would also seem to be contrary to regulation No. 5 of Table "M," which reads:

"6. All vessels irrespective of size shall, whether in a fairway or not, observe the International Collision Regulations, and no vessel whatever shall anchor in any of the fairways."

and likewise to regulation No. 29 for preventing collisions at sea.

The result of enquiries made of Masters of vessels through the shipping members of my Chamber, is the unanimous opinion that, in order to prevent accident to small craft and possible loss of life, the use of steam whistles in the Harbour to warn native boats of the approach of a steamer is an absolute necessity, and it is considered that the case would be met by a revision to the regulations, as originally framed, a copy of which is annexed.

My Committee trust that His Excellency the Governor may give this matter his consideration and that he may see his way to make a much-needed reform.—I have the honour to be, &c.,

E. A. M. WILLIAMS,  
Secretary.

Hon. Mr. A. M. Thomson,  
Colonial Secretary.

## Regulations Nos. 9 and 10 in Table "M" of the Schedule to the Ordinance as it was originally enacted.

"9. No steamship when at anchor near or lying off the Praia, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under way use the steam-whistle, except for the purpose of giving necessary notice of her approach towards any other vessel."

"10. No steamship when entering or leaving the Harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such steam whistle for any other purpose is hereby prohibited."

THE QUARANTINE RESTRICTIONS AGAINST HONGKONG.

Letter to Government:

Hongkong Chamber of Commerce.

20th August, 1909.

SIR.—I have the honour to point out that from the returns of communicable diseases for the three weeks ended July 31st, August 7th, and August 14th, the cases of bubonic plague were, respectively, 2, 3, and nil.

We have always understood from Captains of ships, and generally, that the whistling regulations, as originally framed, worked quite satisfactorily. They are as follows:

"9. No steamship when at anchor near or lying off the Praia, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under way, use the steam whistle, except for the purpose of giving necessary notice of her approach towards any other vessel."

"10. No steamship when entering or leaving the Harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such steam whistle for any other purpose is hereby prohibited."

THE BLOWING OF STEAM-WHISTLES IN THE HARBOUR.

Letter to Government:

Hongkong Chamber of Commerce.

24th August, 1909.

SIR.—In reply to your letter of 20th instant, I am directed to inform you that His Excellency proposed to await the issue of clean bills of health before making representations to the various ports imposing quarantine restrictions against Hongkong. The last case of plague occurred on 16th instant and the date of issue, unless any further case is reported in the meantime, will therefore be Saturday next.—I am, &c.,

A. M. THOMSON,  
Colonial Secretary.

Reply from Government:

Hongkong Secretary's Office.

24th August, 1909.

SIR.—In reply to your letter of 20th instant, I am directed to inform you that His Excellency proposed to await the issue of clean bills of health before making representations to the various ports imposing quarantine restrictions against Hongkong. The last case of plague occurred on 16th instant and the date of issue, unless any further case is reported in the meantime, will therefore be Saturday next.—I am, &c.,

A. M. THOMSON,  
Colonial Secretary.

Hongkong General Chamber of Commerce.

JAPAN-BRITISH EXHIBITION.

Letter from Government:

Hongkong Secretary's Office.

14th September, 1909.

SIR.—With reference to your letter of the 1st of last July, I am directed to transmit for the information of your Chamber the enclosed copy of a letter from Mr. Kiraly, dated the 12th ultimo.—I am, &c.,

C. CLEMENTI,  
for Colonial Secretary.

The Secretary,

Hongkong Chamber of Commerce.

(Enclosure)

Japan-British Exhibition.

August 12th, 1909.

SIR.—In continuation of my previous correspondence, I do myself the honour to inform you that since my last communication, the proposal to hold a Japanese Exhibition at the "White City," Shepherd's Bush, next year has met with the attention of my Committee.—I am, &c.,

E. A. WILLIAMS,  
Secretary.

The following acknowledgement was sent to the Secretary of the Japan-British Exhibition:

Hongkong Chamber of Commerce.

15th September, 1909.

SIR.—I have the honour to acknowledge the receipt of your circular letter of the 10th August last and to state that the contents thereof are receiving the attention of my Committee.—I have, &c.,

E. A. M. WILLIAMS,  
Secretary.

Hongkong General Chamber of Commerce.

SEVENTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The Secretary of the London Chamber of Commerce forwarded copy of the final Programme of Resolutions to be submitted to the Congress at Sydney, Melbourne and Adelaide in September and October, containing, also, the rules of procedure, lists of the honorary officers, organising committee, Chambers invited to participate and delegates officially nominated. And also details of the business and social arrangements of the congress.

LOCAL SPORT.

CRICKET.

POLICE 2ND XI. V. R.E.

A friendly match between these teams will be played to-morrow afternoon at the Happy Valley. The Police will be represented by W. Cooper (captain), R. McLean, J. J. Watt, T. Glendinning, M. O'Sullivan, —Garner, G. Cockle, S. Bell, W. Pitt, W. Spillitt, and J. Mody.

I take advantage of the occasion to tender my congratulations to Your Royal Highness and those who join you in celebrating the institution of the Anglo-Japanese exhibition, and to express my sincere wishes for the complete success of the undertaking.

His Excellency the Japanese Ambassador on this occasion said he felt confident that the Exhibition would confirm the friendly sentiments and would greatly help the commercial relations between the two countries, and spoke of the intense interest taken in the Exhibition by the people of Japan and of the large sum of money voted for it by the Imperial Diet.

The result of enquiries made of Masters of vessels through the shipping members of my Chamber, is the unanimous opinion that, in order to prevent accident to small craft and possible loss of life, the use of steam whistles in the Harbour to warn native boats of the approach of a steamer is an absolute necessity, and it is considered that the case would be met by a revision to the regulations, as originally framed, a copy of which is annexed.

The Lord Mayor of London pledged his official and personal support and expressed the conviction that nowhere would more real interest be taken in the Exhibition than in the Queen's City of London. The full support of the London Chamber of Commerce and the Associated Chambers of the United Kingdom is also assured.

The exceptionally exquisite and unique character of the exhibition is sure to attract millions of people not only from Japan and the United Kingdom, but also from Europe and the other Continents, thus helping to increase the commerce between the British and Japanese Empires, which alone will take part in the Exhibition.

It is hoped that the British Colonies—many of which have at the present time large commercial relations, capable of indefinite increase, with Japan—and are geographically in close proximity to that Empire, will take care that the contributions to this Exhibition are worthy of their dignity and importance, both politically and commercially.

The Exhibition will have the advantage of the beautiful and substantial buildings, already erected to millions of people, which have made the appetite of every nation that was still seeking a place in the sun. Chinese railway development served as the chief stalking horse for rival international ambitions. Every Chinese railway concession was regarded as a potential instrument of more or less pacific penetration, if not of actual territorial expansion.

This phase ended, as far as China proper is concerned, with the Russo-Japanese war; for, thanks to Japan, China was henceforth safe for the time being against Western aggression, however heavily the Japanese might be enticed to incline to make her pay for their services in Manchuria. But the international competition for railway construction scarcely lost anything of its former fierceness, though it assumed, at least on the surface, a financial rather than a political form. Railways were no longer forced upon China at the point of the



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#### NORTH-BOUND.

	Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	Sunday	Monday or Tuesday	Tuesday	Friday
Lv.	11 a.m.	Saturday	Sunday				
Ar.	Mukden	8.50 p.m.	"	"	"	"	
Lv.	Changchun	9.15 p.m.	"	"	"	"	
Ar.	Changchun	5 a.m.	Monday	Wednesday	Friday	Saturday	
Lv.	(Russian Train)*	6.55 a.m.	"	"	"	"	
Ar.	Harbin	3 p.m.	"	"	"	"	
Connecting at Harbin with		State Express for Moscow.	Wagon-Lits for Moscow.	State Express for St. Pet's.			

#### SOUTH-BOUND.

	Leave—Harbin (Russian Train)*	State Express from St. Pet's.	State Express from Moscow.	Wagon-Lits from Moscow.			
Lv.	9 a.m.	Tuesday	Thursday	Saturday			
Ar.	Mukden	6 p.m.	"	"			
Lv.	Changchun	7 p.m.	"	"			
Ar.	Changchun	2.10 a.m.	Wednesday	Friday	Sunday		
Lv.	Dairen	2.30 a.m.	"	"	"		
Ar.	Dairen	12.30 p.m.	"	"	"		
Lv.	(Steamer)	afternoon	"	"	"		
Ar.	Shanghai	Friday	Sunday	Tuesday			

\*Russian Train time is 25 minutes earlier than S. M. R. time.

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26, DES VŒUX ROAD, CENTRAL  
Hongkong, 20th August, 1909.

## THE FAR EAST REVISITED.

(Continued from page 3)

course left but to acquiesce in China's breach of faith, though the subsequent action of the United States, based on the same rights, but with far less important interests at stake, has shown that there was another and a better course open to them too. Had the British Government maintained their protest against the action of China, she would no more have ventured to disregard it than she has ventured to disregard the protest of the United States Government. Even had she done so, the loss to British interests would not have been more permanent than it has been in Constantinople, where our prestige and credit were enhanced by withholding all official support from the operations of cosmopolitan finance under the Hamidian régime. The British Government, no doubt, attached great importance to the retention of some share in the Hankow-Canton Railway, but later developments show that nothing has been saved which was worth saving at such cost.

### THE NEW RAILWAY CONTRACT.

At the time of the signature of the tri-partite agreement between the British, French, and German groups it was asserted that the object of the combination was to prevent cut-throat competition and to place the Chinese under some more effective restraint over the expenditure of loan funds than "Pukau terms" afforded, and the parties to the agreement did, I believe, specifically bind themselves to insist upon the appointment in every case of European chief engineers, who should issue certificates for all construction expenditure, and of European accountants responsible to the lenders. These may have been the pious intentions of the combination, but they were certainly not carried into effect in the loan agreement which followed with the Chinese Government. It provides, it is true, for the appointment of a British Chief Engineer for the Hunan-Hunan section of the Canton-Hankow Railway, and similarly of a German Chief Engineer for the Hunan section of the Hankow-Szechuan Railway. But though, until construction is completed, these engineers are to be "acceptable to the banks," they are to be appointed, not by the banks, but by the Chinese, and will be "under the orders" of the (Chinese) managing directors of the respective lines. They are not even authorized to issue certificates for requisitions to meet the needs of construction. The nature of their services, devoid of all authority, is simply that which has proved a failure on the Tientsin-Pukau and the Hangchau Railways. The only check which the banks claim over expenditure is provided by the presence of auditors, whose functions differ slightly but not materially from those which have equally proved worthless under Pukau terms. The conditions under which loan funds are to be handled are as follows:—The transfers of loan funds to China are to take place "on the sole authority of the Chinese Director-General," who also "at his discretion" will effect transfers from the loan funds in China to the credit of construction accounts at the banks, and from the banks to the (Chinese) Managing Director of the lines. The latter shall issue in duplicate, two days before presentation of such orders of transfer, a certificate stating clearly the object of the transfer, handing one copy to the auditor and one copy to the bank concerned. How in practice there can be any more effective control under these terms than under "Pukau terms" almost passes comprehension.

### PUKAU TERMS.

Lest there should be any misapprehension as to the illusory character of these guarantees, it may well be quoted Article 17, which provides that "the construction and control of the railway lines shall be entirely and exclusively vested in the Imperial Chinese Government and shall be organized in accordance with the practice actually in force on the northern section of the Tientsin-Pukau Railway." The chief argument put forward by the champions of the combination was that on this northern section under German supervision "Pukau terms" had worked smoothly and satisfactorily without any of the friction which had occurred on the southern section under British supervision. If the British, it was asserted, had only shown as much tact, or as much energy, or as much good will as the Germans "Pukau terms" would have been as successful on the southern as on the northern section. Unfortunately for this argument, an incident has occurred Article 17 was embodied in the loan contract which materially affects its value. After an inquiry conducted by Natung, Vice-President of the Waihui, several of the highest Chinese officials on the German section of the Tientsin-Pukau Railway have been convicted and severely punished for corrupt practices to which, according to memorials published in the Chinese Press, they resorted in collusion with the Germans. If this was the sort of lubricant applied by the Germans to make "Pukau terms" work on their section, Article 17 of the new loan contract will hardly inspire as much confidence as its authors anticipated. If, on the other hand, the Germans were not privy to those practices, the failure of such supervision as "Pukau terms" allow to prevent maladministration and corruption in connection with railways is proved up to the hilt.

### A STRANGE PROVISION.

Not the least peculiar feature of this loan contract is that whilst the British Government are constantly pressuring the Chinese to abolish loan dues, as they solemnly undertook to do under the Muskay Treaty of Commerce of 1902, the bad precedent of the Tientsin-Pukau agreement is again followed and the general *litis civis* of both Hunan and Hupéh figures prominently amongst the securities accepted by British financiers for this loan. Though provision is made for substituting other securities in the event of treaty revision, it is stipulated that pending treaty revision "whatever *litis civis* is required to provide the security of this loan shall neither be decreased nor abolished except by previous arrangement with the banks, and then only in so far as an equivalent is substituted for it in the shape of a first charge upon the increase of Customs revenue consequent upon such revision." The Chinese Government can therefore again turn itself behind a contract signed with British financiers, and apparently approved, at least tacitly, by the British Government, in requesting any representations on the part of the British Government for an abatement or modification, except in return for increased import duties of a system of inland taxation which is admittedly most detrimental to British trade and at variance with China's treaty obligations towards this country.

### THE GERMAN "BIRD IN THE HAND."

One more point deserves notice. It has been freely stated in Europe that if the Germans have got the lion's share for the moment in the network of railways "secured to them in Hupéh, the British and the French will be similarly favoured later on when the Szechuan sections of the Hankow-Szechuan Railway come to be built. It should, however, be clearly understood that the Hupéh section of the Hankow-Szechuan railway is the only one provided for in the loan contract with the Chinese Govern-

ment. The German group has, no doubt, agreed as a condition of the combination to leave the further sections of that railway to the British and French groups, but the Chinese Government is no party to that understanding. On the contrary, an official intimation has been repeatedly published in the Chinese Press to the effect that the Chinese Government has no intention whatever of having recourse to foreign capital for the construction of these sections. Therefore, whilst the Germans have their bird in the hand, the British and French birds are still hovering in the bush.

These, however, are matters which concern primarily the financiers and the investing public. What I have attempted to show is that the combination has definitely—that is to say, it is not the case that the Chinese Government has no intention whatever of having recourse to foreign capital for the construction of these sections. The British Government, above all interested in the conservation of China which is at the present moment threatened chiefly by the chaotic condition of her national finances. Financiers, as such, are doubtless not bound to look to anything but the profits which they can make, and nothing seems to be more profitable than the flotation of loans, however detrimental those loans may be to the borrower's best interests. In this respect alone the triumph of the combination is unquestionably a direct blow to British policy; and not only in this respect, as I shall show in my next article.

### THE NEW RAILWAY CONTRACT.

At the time of the signature of the tri-partite agreement between the British, French, and German groups it was asserted that the object of the combination was to prevent cut-throat competition and to place the Chinese under some more effective restraint over the expenditure of loan funds than "Pukau terms" afforded, and the parties to the agreement did, I believe, specifically bind themselves to insist upon the appointment in every case of European chief engineers, who should issue certificates for all construction expenditure, and of European accountants responsible to the lenders. These may have been the pious intentions of the combination, but they were certainly not carried into effect in the loan agreement which followed with the Chinese Government. It provides, it is true, for the appointment of a British Chief Engineer for the Hunan-Hunan section of the Canton-Hankow Railway, and similarly of a German Chief Engineer for the Hunan section of the Hankow-Szechuan Railway. But though, until construction is completed, these engineers are to be "acceptable to the banks," they are to be appointed, not by the banks, but by the Chinese, and will be "under the orders" of the (Chinese) managing directors of the respective lines. They are not even authorized to issue certificates for requisitions to meet the needs of construction. The nature of their services, devoid of all authority, is simply that which has proved a failure on the Tientsin-Pukau and the Hangchau Railways. The only check which the banks claim over expenditure is provided by the presence of auditors, whose functions differ slightly but not materially from those which have equally proved worthless under Pukau terms. The latter shall issue in duplicate, two days before presentation of such orders of transfer, a certificate stating clearly the object of the transfer, handing one copy to the auditor and one copy to the bank concerned. How in practice there can be any more effective control under these terms than under "Pukau terms" almost passes comprehension.

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## INSURANCES

### NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN INSURANCE COMPANY, we are prepared to accept approved European and Chinese Risk, at Current Rates.

JOHN D. HUMPHREYS & SON,  
Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
WITH WHICH IS INCORPORATED THE  
OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS AT 31st DECEMBER, 1908  
£19,121,310.

I. AUTHORIZED CAPITAL £3,275,000  
SUBSCRIBED CAPITAL 1,212,520 0 0  
II. FIRE FUNDS 3,204,753 7 10  
The Undersigned AGENTS for the above  
Company, are pleased to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMEY & CO.,  
Agents.  
Hongkong, 14th August, 1909. [908]

## NOTICES TO CONSIGNEES

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**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

POB.	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID	NILE Capt. E. P. Martin, R.N.R.	D'light, 7th Oct.	Freight and Passage.
TAKAO, SHANGHAI, MOJI, PALERMO, KOBE and YOKOHAMA	Capt. J. B. Ferguson	Oct.	Freight and Passage.
SHANGHAI	Capt. G. W. Gordon, R.N.R.	About 15th Oct.	Freight and Passage.
LONDON, VIA USUAL PORTS, HIMALAYA	Capt. L. E. S. Spicer, R.N.R.	Noon, 16th Oct.	See Special Advertisement.

For further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 4th October, 1909.

**CHINA NAVIGATION CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 5th Oct., 3 P.M.
TSINGTAU, NEW CHENGWANG	"LUCHOW"	On 5th Oct., 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO	"KUEICHOW"	On 6th Oct., 10 A.M.
TIENTSIEN	"SHANSI"	On 6th Oct., 4 P.M.
AMOY, NINGPO and SHANGHAI	"ANHUI"	On 7th Oct., 4 P.M.
SHANGHAI	"SUNGKUANG"	On 8th Oct., 4 P.M.
CEBU and ILOILO	"NANCHANG"	On 11th Oct., 4 P.M.
NEW CHENGWANG		
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, CHANGSHA		On 5th Nov., 4 P.M.
With Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH		

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.  
For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th October, 1909.

**EAST ASIATIC CO., LTD.**  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
**RUSSIAN EAST ASIATIC CO., LTD.**  
ST. PETERSBURG & VLADIVOSTOK.

**SWEDISH EAST ASIATIC CO., LTD.**  
GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and BALTIc PORTS	"CATHAY"	10th October.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	About 12th October.
MARSEILLES, HAVRE, COPEHAGEN and BALTIc PORTS	"TRANQUEBAR"	Middle of November.

For Further Particulars apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 27th September, 1909.

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)		
FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"CHOYSANG"	Wednesday, 6th Oct., 3 P.M.
SINGAPORE, SAMARANG & SOURABAYA	"FOOSHUNG"	Thursday, 7th Oct., 3 P.M.
MANILA, TSINGTAU, WEI-HAIWEI & CHEFOO	"TIENSANG"	Friday, 8th Oct., 4 P.M.
SANDAKAN, SETHAL, YOKOHAMA, KOBE & MOJI	"CHEONGSHING"	Monday, 11th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"MAUSANG"	Monday, 11th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday, 13th Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"LOONGSANG"	Friday, 15th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 16th Oct., 2 P.M.

## RETURN TOURS TO JAPAN.

The Steamer "KUTSANG," "NAMSANG" and "FOOSHUNG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Labuh, Datu, Simporne, Tawau, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD., GENERAL MANAGERS.

Hongkong, 5th October, 1909.

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## POST OFFICE NOTICE

On fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

## MAILS FROM EUROPE VIA SIBERIA:-

Date of Dispatch from London. Date due in Hongkong. Vessel. 16th September. To-morrow. Gemboze.

The Monchuria, with the American mail, left Shanghai and may be expected here to-day. The P. & O. Lusitania, with the German mail of the 8th September, left Singapore on Friday, the 1st inst., at 10 p.m., and may be expected here to-morrow, at day light.

FOR THE TRADE OF CAIRO-EGYPT.

TUESDAY, 5th, 1.15 P.M.  
TUESDAY, 5th, 2 P.M.  
TUESDAY, 5th, 2.00 P.M.

TUESDAY, 5th, 3.00 P.M.  
TUESDAY, 5th, 3.30 P.M.  
TUESDAY, 5th, 5.00 P.M.  
WEDNESDAY, 6th, 9.00 A.M.  
WEDNESDAY, 6th, 10.00 A.M.

FRIED MATER AND SAMPLES, 10.00 A.M.  
REGISTRATION, 10.00 A.M.  
REGISTRATION, WITH LETTERS OF 10 CENTS, UP TO 1.45 A.M.

REGISTRATION, Kowloon H.O., 10.00 A.M.  
NO LATE FEES.

LETTERS, 11.00 A.M.  
WEDNESDAY, 6th, NOON.  
WEDNESDAY, 6th, 1.15 P.M.  
WEDNESDAY, 6th, 2.00 P.M.  
WEDNESDAY, 6th, 2.30 P.M.  
WEDNESDAY, 6th, 3.00 P.M.  
WEDNESDAY, 6th, 5.00 P.M.  
WEDNESDAY, 6th, 7.00 P.M.  
THURSDAY, 7th, NOON.  
THURSDAY, 7th, 1.15 P.M.  
THURSDAY, 7th, 3.00 P.M.

PRINCE STIJMANS, THURSDAY, 7th, 5.00 P.M.

FRIDAY, 8th, NOON.  
FRIDAY, 8th, 1.15 P.M.  
FRIDAY, 8th, 3.00 P.M.  
FRIDAY, 8th, 10.00 A.M.  
SATURDAY, 9th, 10.00 A.M.

SAMSON, SINGAPORE, 7th, 5.00 P.M.

FOOSHAN, SINGAPORE, 7th, 5.00 P.M.

JAPAN, SHAMAN, 7th, 5.00 P.M.

VINE BRANCH, SINGAPORE, 7th, 5.00 P.M.

SHAMAN, SINGAPORE, 7th, 5.00 P.M.